advance. Thus, the renewal of the same policy does not arise in case of general insurance companies and specialized health insurance companies.

In the case of life insurance, payments are made to the policy holders/claimants in the form of death claims, maturity claims, survival benefits, surrenders and partial withdrawals etc. Redemption is not a terminology used in the insurance policy.

(c) and (d) IRDA has informed that no company is keeping a separate fund where its reserves under lapsed policies are transferred. Further, IRDA has informed that details regarding number of lapsed policies in respect of life insurers are being maintained by them since 2004-2005, which are as under:

(in crore)

| 2004-05<br>No. of policies | 2005-06<br>No. of policies | 2006-07<br>No. of policies | 2007-08<br>No. of policies |
|---|---|---|---|
| 1.06 | 1.02 | 0.80 | 1.23 |

**Installation of modern air traffic system at airports**

†*302. SHRI JAI PARKASH AGGARWAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the airports where modern air traffic system has been installed during the last three years;

(b) the details of expenditure made by Government in this regard;

(c) the details of benefits accrued to the aviation sector as a result of it;

(d) the airports which have been enabled for chartered flights during the said period;

(e) the names of places where Monopulse Secondary Surveillance Radars (MSSR) have been installed or proposed to be installed; and

(f) the details of expenditure incurred on these radars and the details of benefits of installing MSSR?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Modernisation of Air Traffic Control Systems is a continuing process. Major work, in this regard, has been undertaken at Delhi, Mumbai, Chennai, Kolkata, Hyderabad, Trivandrum, Mangalore, Bangalore, Nagpur, Ahmedabad, Varanasi and Guwahati.

(b) The expenditure incurred by Airports Authority of India (AAI) on the modernization of the CNS/ATM systems during the last three years is as follows:

| Year | Amount |
|---|---|
| 2005-06 | Rs. 118.20 Crores |
| 2006-07 | Rs. 66.15 Crores |
| 2007-08 | Rs. 200.71 Crores |

†Original notice of the question was received in Hindi.

(c) The following benefits have accrued after installation of modern navigational/landing aids:

(i) Increase in the handling capacity of airspace and airport.

(ii) Enhanced safety.

(iii) Reduction in delays in flights.

(iv) Savings of fuel and thus minimising adverse affect on environment.

(v) Uninterrupted operation of flights through airports during the periods of poor visibility.

(vi) Monitoring of aircraft movements in avoiding over-flying over the restricted and prohibited areas.

(vii) More effective and efficient monitoring of runways during periods of poor visibility.

(d) 1. Domestic charter flights are accepted at all operational airports.

2. International chartered flights are accepted at all international & customs airports, and

3. In the last three years, following airports have been made operational and are fit for accommodating chartered and scheduled flights:-

AAI Airports/Civil Enclaves:

Dehradun, Dharamshala, Kolhapur, Rajahmundary, Tuticorin, Kanpur (Civil Enclave),

Shimla, Surat, Jaisalmer (Civil Enclave)

Non-AAI airports:

Kandla, Vidyanagar, Latur, Jamshedpur, Nanded, Nasik

(e) and (f) Monopulse Secondary Surveillance Radars have been installed at Delhi, Mumbai, Chennai, Kolkata, Trivandrum, Guwahati, Nagpur, Mangalore, Ahmedabad, Bangalore, Hyderabad, Behrampur and Varanasi, by AAI, at a cost of Rs.229 crore.

State-of-the-Art Radars are proposed to be installed at Jodhpur, Vizag, Raiganj, Bhopal, Jharsuguda, Porbander, Bellary, Delhi, Mumbai, Chennai, Kolkata, Amritsar and Cochin.

An amount of approximately Rs.351 crores is likely to be spent on the installation of the same.

MSSR provides position, distance, callsign and altitude of the aircraft and data link between controller and pilot. It also provides seamless surveillance over territorial airspace by filling the radar coverage gaps for smooth and efficient air-traffic flow.

**Declaration of Ganga as National River**

†*303. SHRI SHREEGOPAL VYAS : Will the Minister of WATER RESOURCES be pleased to state:

---

†Original notice of the question was received in Hindi.